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CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

~~SECRET~~

COUNTRY	USSR
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**SUBJECT** Resistance Potential in the USSR

REPORT NO.

DATE DISTR.

19 August 1954

NO. OF PAGES

5

DATE OF INFO. Prior to June 1953

REQUIREMENT NO. RD-Y-150

**PLACE ACQUIRED**

## REFERENCES

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

**SOURCE:**

1.

2. Karachayev, page 4, should read Karachayev.

## Comments

1. Following the procedure of the Board on Geographic Names, it has been decided to use the local form for place names in the Baltic States, rather than to transliterate them from the Cyrillic form. Kalvaria, page 2, would then be given in the Lithuanian form, Kalvariija, not as Kalvariya.
2. Kozak, pages 3 and 4, may also be rendered as Kazak and refers to the Cossacks. It is not a misspelling of Kazakh.

3.

## LIBRARY SUBJECT AND AREA CODES

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REPORT NO.

COUNTRY USSR

DATE DISTR. 10 May 1954

SUBJECT Resistance Potential in the USSR

NO. OF PAGES 4

DATE OF INFORMATION Prior to June 1953

REFERENCES:

PLACE ACQUIRED

THIS IS UNEVALUATED INFORMATION

SOURCE

Resistance Potential Prior to 1953

1. The Lithuanians were called "bandits" by the Soviet government. They conducted open war against Soviet armed forces and security troops. The leaders were highly educated men, including former statesmen, doctors, officers, etc. They had a central headquarters and operated all over Lithuania. They hoped to force Soviet troops out of Lithuania and to establish Lithuanian sovereignty.
2. Source thought that there were at least 100,000 "bandits". They were mostly Lithuanian peasants and their wives, plus many Lithuanian, ex-German, and ex-Soviet officers and EM, and some Ukrainian peasants.
3. The "bandits" fought regular battles against Soviet troops. They had armor, heavy artillery, and plenty of ammunition, mostly equipment abandoned by the retreating German Army. No "bandits" were ever captured alive; all of them died in action or committed suicide.
4. Lithuanian peasants suspected of feeding the "bandits" and of knowing their hideouts were ruthlessly tortured (limbs broken, fingernails pulled out, etc.). Source never heard of a case where a Lithuanian revealed the hideout of partisans.

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[redacted] November 1951. At this time, however, the bandits had no armor or heavy artillery. Their activities were confined to killing Lithuanians who accepted Party or government positions, became kolkhoz chairmen, or in any way helped the USSR in the collectivization of Lithuanian farms. The "bandits" hid in forests and did not molest Soviet army or border guard troops personnel, but operated only against "Lithuanians who were betraying Lithuania".

6. From 1944 until 1951, the Soviet government promised amnesties to all "bandits" who would accept "kolkhozivization". A few Lithuanians accepted these offers at their face value, and returned to farming. At first these people were given land, but within a few months they were all deported to Siberia. In 1949, about 300 such families from the Kalvaria N 54-25, E 23-137 area in the Lithuanian SSR were deported to Siberia. In 1950, about 100 more families from the same area were sent to Siberia.

#### Resistance Potential in 1953

7. [redacted] there was still resistance in Lithuania [redacted] in 1952 - 1953, though on a very small scale. [redacted]

8. All over the USSR there were expressions of passive resistance to the Soviet regime. Source heard of the following examples:
- a. Peasants in kolkhozy neglected their work. They were negligent in tilling the soil, reaping the crops, and handling their cattle. Despite fines for absenteeism, the foreman (brigadier) had to hunt up the peasants and force them to work. Many came three to five hours late.
  - b. Party meetings were shunned by peasants. Despite the inducement of free movies, very few came to the meetings. Whenever a meeting was scheduled, the Party officials, the women's organizer, the kolkhoz chairmen, and the activists (fanatic Party members) had to round up the population and force them to attend the political meetings.
  - c. People emphatically refused to subscribe to bonds sold by the government, or to buy Party literature.
  - d. Factory workers did not complete their prescribed norms.
  - e. The Orthodox churches were always filled. However, Source heard that all priests were selected and screened by the MVD, and favored the government. [redacted] all priests permitted to conduct services were told by the MVD how and what to preach. [redacted]
9. Government restrictions that the people most opposed were:
- a. "Kolkhozivization" -- not only farmers, but the factory workers, the middle class, and the intelligentsia were opposed to kolkhozy.
  - b. Armament -- the lack of consumer goods caused by the industrial concentration on armament was resented by all the people.

- c. Censorship -- the complete lack of personal freedom, the constant threat of imprisonment, and the severe sentences given for casual remarks held all the people in a state of terror.
- d. Bureaucracy -- the people were opposed to the privileges of Party officials, who lived a life of luxury at the expense of the people. Party chairmen, organizers, secretaries, etc., had sinecures.
- e. Ban on private enterprises -- tradesmen wanted to open small shops, such as tailor shops, shoemaker shops, barber shops, etc. However, such small business was impossible.
10. The majority of the people in the USSR had some family member in a jail or forced labor camp, and for this reason they were hostile to the Soviet government.
11. In Source's opinion, there was a steady increase in the number of people anxious to join the ~~Komrades~~ or the Party, but only for ulterior motives.
12. If given an opportunity or assured of support from outside sources, Source stated that all the inmates of the forced labor camps would revolt. Many of their relatives would also revolt. In the event of large scale outside support, Source believed that farmers would not work in kolkhozy, inductees would not appear for induction, the army would not put up an effective fight, and 50% of the MVD troops would defect or disappear into the woods. Racial minorities, such as the Lithuanians, Latvians, Estonians, Ukrainians, Moldavians, Turkmen, and Kazakhs, would revolt.
13. If assured of large scale outside help, and if the assisting nation conducted a genuine liberation, Source believed that 80% of the people would revolt. However, if the assisting nation followed Hitler's example and treated the Russians as a conquered, inferior race, then the people would back up the government in defense of Soviet soil.
14. Source never witnessed pogroms or specific anti-Semitic disturbances or incidents. However, the majority of the Russians disliked the Jews, because 90% of them were doctors, restaurant keepers, engineers, or managers. Few Jews were farmers. In the army or MVD forces, the Jews managed to be supply clerks, medics, administrative clerks, etc., and were not in line units. [redacted] the percentage of Jews in high Party positions, leading ministry jobs, and high-ranking army jobs was exceedingly small, and was growing smaller all the time. [redacted]
15. In 1945- 1949, there were nearly 40 - 50 army desertions each year in the Lithuanian - East Prussian area. [redacted] In 1949 - 1951, [redacted] about 10 army desertions each year in the Lithuanian - Latvian area. In 1952, there were three desertions [redacted]
16. In Source's opinion, 90% of the Soviet youth were strongly pro-Communist. [redacted] no further details.
17. Since 1920, many ethnic groups had been resettled in Central Asia and Siberia. Source gave the following specific examples:
- a. During the twenties, many Kozaks were deported to Siberia. [redacted] this was because many Kozaks fought with the White forces against the Reds from 1917 - 1920.

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- b. In 1940 - 1941, all Volga Germans were exiled to Siberia.
- c. In 1943 all natives of the Karachayev Autonomous "Oblast" in the Caucasus and the Chechen-Ingush Autonomous Republic in the Caucasus were exiled to Siberia or Central Asia [redacted]
- d. In 1944, all natives of the Kalmyk Autonomous Republic in the Caucasus, and the Crimean Tatars of the Crimean Autonomous Republic were exiled to Siberia or Central Asia [redacted]
18. In all these deportations, except that of the Kozaks, all members of the groups were deported, without exception. The attitude of the rest of the Soviet citizens towards the relocation policy was pity for the victims, and fear of a like fate.
19. [redacted]
20. The first Soviet power to be disposed of should be the local militia, who were brutal, arrogant, and hated by the population. After the militia, the district (rayon), area (oblast), and province (kray) Party officials should be disposed of. Source thought that the security forces would not put up much of a fight against Western invaders, but would busy themselves elsewhere and await the final outcome. The national minorities, such as Lithuanians, and inmates of forced labor camps, would, in Source's opinion, liquidate militia and Party officials if aided by the West in sufficient strength, or if a large Western force was approaching.

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Pub 2

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Czechoslovakia  
SUBJECT Additional AOB Information  
DATE OF INFO. October 1952 - February 1954  
PLACE ACQUIRED   
REPORT NO.   
DATE DISTR. 13 July 1954  
NO. OF PAGES 5  
REQUIREMENT NO. RD   
REFERENCES

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
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SOURCE:

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REPORT NO.

DATE DISTR. 21 May 1954

NO. OF PAGES 4

### REFERENCES:

**PLACE ACQUIRED**

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### SOURCE

I. ADDITIONAL AOB INFORMATION:

1. Technical Division at Zbiroh: [redacted] a Technical Division was located at Zbiroh N 49-51, E 13-46, [redacted]
2. Milovice N 50-14, E 14-54: In 1949 Milovice was used for jet training with MIG and S-101 (YAK) aircraft and continued until May/June 1953, when the latest division started forming. [redacted] the YAK aircraft (about 10 in number) went to Zatec N 50-20, E 13-33 but returned to Milovice in 1953.
3. Pardubice: Construction was commenced in 1951, and [redacted] the runway was three kilometers in length and [redacted] some twin-jet bombers would be coming there. [redacted] they were "Ilyushin" type.
4. Bechyne N 49-18, E 14-29: [redacted] a new airfield was being built here [redacted]
5. Emergency Landing Fields: [redacted] a gap cut in the forest between Rokycany N 49-44, E 13-36 and Myto N 49-48, E 13-44 to be used for emergency landing fields.

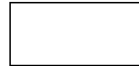
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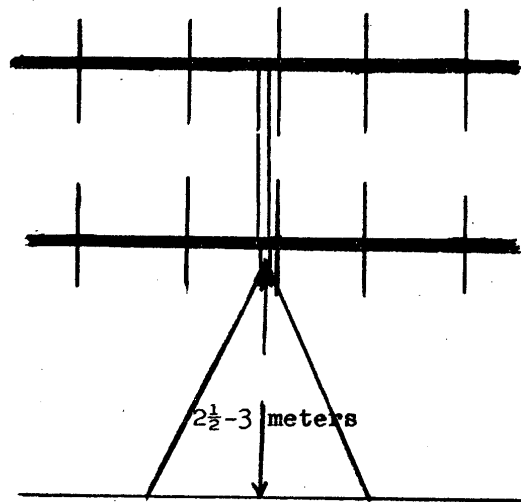
6. Camera - MIG: [redacted] there was only one opening for a camera in the MIG which is directly under the pilot. [redacted] there was definitely no opening beneath the rear end of the fuselage. There were also no cameras fitted for use with the guns. No information of the type of camera which would fit in the existing opening.
7. Radios/Radar:
- a. A call sign was given to each pilot [redacted]
  - b. [redacted] an oblong aerial under plexi-glass on top of the fuselage behind the pilot's cockpit [redacted]
  - c. The MIG-15 had a radio compass antenna under the starboard wing.
  - d. [redacted] there was no radar at Line [redacted] a radar array in the southwest extremity of Pilsen-Bory Airfield [redacted] was controlled by Line Airfield. [redacted] in the spring of 1953 someone shot at this installation with a machine gun and the alert guards from Line were called out to attempt to catch the saboteur. They failed. [redacted]
  - e. [redacted]
8. General:
- a. Surprise moves to test mobility were not carried out [redacted]
  - b. The Army occasionally asked for two MIG's [redacted]
  - c. Siebels were sometimes used for bombing training, using cement bombs.
  - d. [redacted] aircraft were located as follows:
    - (1) Siebels at Mimon  $\angle$  N 50-39, E 14-447.
    - (2) Messerschmitts and Ilyushins at Pilsen. ([redacted] Messerschmitts were made in Czechoslovakia and had different engines from those built in Germany).
    - (3) Messerschmitts and Ilyushins at Brno. (The Ilyushin was known as the B-36). It had bomb hooks under the wings but no rocket rails.
  - e. MIG's had hooks which could be used for either carrying bombs or long-range tanks. [redacted]
  - f. Of the MIG aircraft [redacted] none had a second pilot tube, none had a second jet motor in the rear of the fuselage and none had rockets to assist take-off.



- g. [redacted] withdrawal of guards from towers would mean complete desertion of the airfield [redacted]
- h. [redacted] if all four divisions were up to strength, there would be approximately 480 MIG aircraft. [redacted] latest estimate of aircraft at the airfields where these divisions were located is as follows:
- (1) 75 MIG's at Line
  - (2) 90 MIG's at Zatec
  - (3) 80 MIG's at Ceske Budejovice
  - (4) 30 MIG's at Milovice
- i. The total period for winterization or summerization of aircraft was eight days but the aircraft were never allowed to be taken completely out of commission. Such modifications as were necessary were done on the instructions of the technical officer and the work was carried out in bits and pieces to assure that the aircraft was at all times imminently serviceable.
- j. [redacted] the time for refueling was fifteen minutes and the time for rearming was longer. [redacted] there were two mechanics to each aircraft for refueling but only two armorers to four aircraft for rearming.
- k. [redacted] the aircraft were covered with a transparent varnish to prevent oxidation [redacted]
- l. [redacted] technical personnel received greater pay than unskilled personnel. [redacted] pay rates:
- (1) Draftees get 60 crowns per month plus three cigarettes a day.
  - (2) Technical officer working on S-102 received 640 crowns per month if he was a draftee and 1,100 crowns per month if he was a regular officer.
  - (3) An assistant mechanic working on an S-102 received 234 crowns per month and no cigarettes.
  - (4) A piston-engine mechanic, who was usually a non-commissioned officer, received 495 crowns per day.
- m. [redacted]
- n. [redacted]
- Annex A: Radar Array at Pilsen-Bory Airfield



Annex A Radar Array at Pilsen-Bory Airfield



File 3

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Czechoslovakia	REPORT NO.	
SUBJECT	Military Training Area near Primda	DATE DISTR.	19 July 1954
		NO. OF PAGES	4
DATE OF INFO.	August 1953	REQUIREMENT NO.	RD (b) (1) (b) (3) (C)
PLACE ACQUIRED		REFERENCES	(C)

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SOURCE:

LIBRARY SUBJECT AND AREA CODES

3-02-0406 7/54  
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REPORT NO.

COUNTRY Czechoslovakia

DATE DISTR. 19 May 1954

SUBJECT Military Training Area Near Primda

NO. OF PAGES 3

DATE OF INFORMATION August 1953

REFERENCES:

PLACE ACQUIRED

THIS IS UNEVALUATED INFORMATION

SOURCE

I. IDENTIFICATION DATA:

1. Highway, six meters wide, asphalt; led from Pilsen to Nürnberg  
Z N 49-27, E 11-057.

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7. Village [ ] Civilian population was evacuated; about 2,000 army men were stationed there living in tents and in some of the village houses. A former Catholic church was used for officers' mess; enlisted men ate in the open. Most of the village houses (20-25 in number) were damaged from the training. First-aid station was located in one of them.

[ ] a large number of military trucks, Tatra make, small cannons, and machine guns around and inside the village.

8. Ruins of Primda Castle, visible from afar.

II. ADDITIONAL INFORMATION:

[ ]  
Morale: Morale among the troops [ ] was poor, due mostly to permanent confinement to the camp while in training and also because of bad food. Soldiers complained that only officers had good food.

Miscellaneous: [ ] about 60% of the enlisted men had their heads shaved because of some punishment; however, some shaved their heads because of hot weather.

[ ] the men participating in the training area came only from the army and the training's purpose was to strengthen battle preparedness. Training was in progress every summer.

[ ] most of the training areas were located around the border in the evacuated villages;

Enclosure

1. [ ]

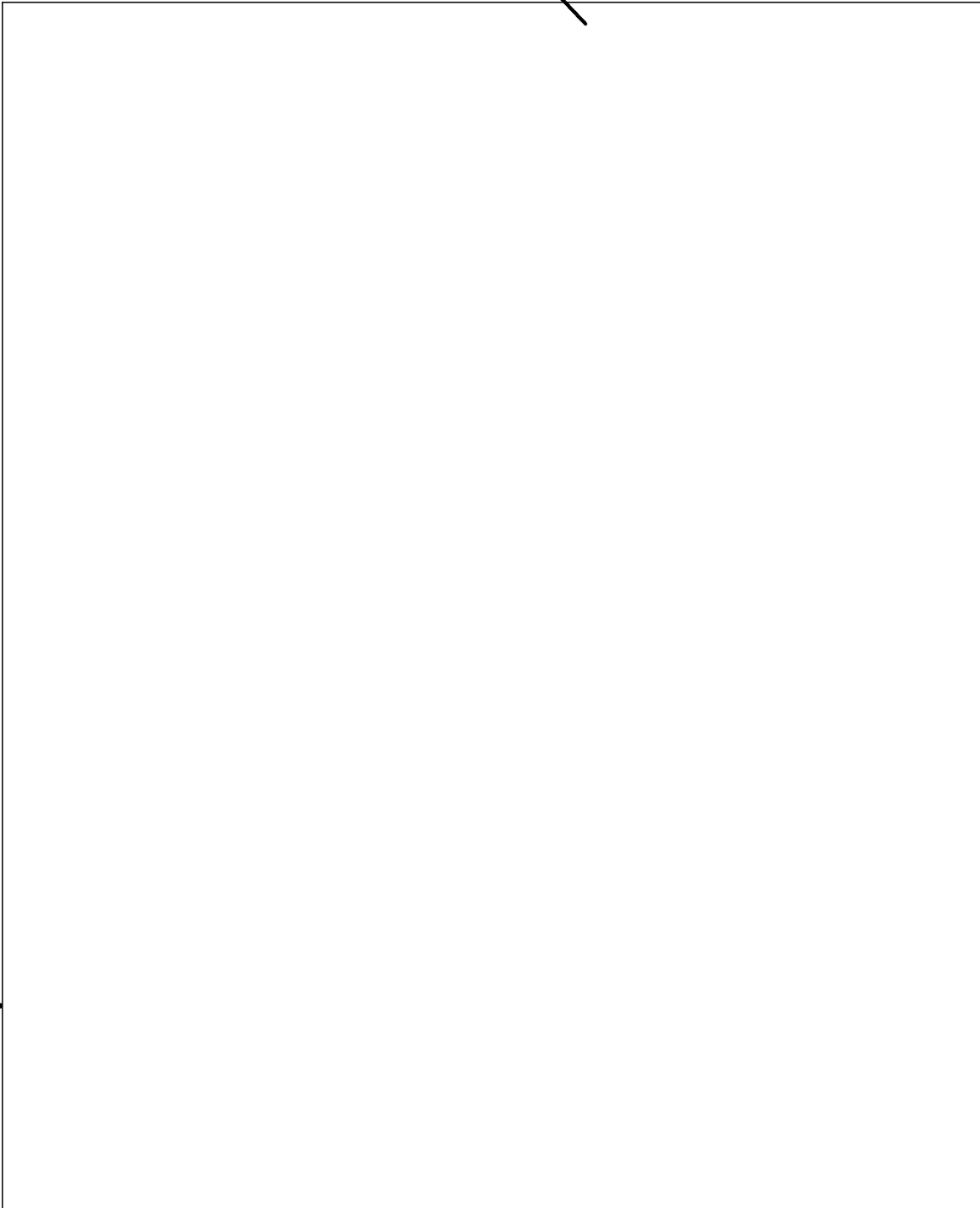
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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Rumania

REPORT NO.

SUBJECT List of Merchant Ships under  
Sovromtransport

DATE DISTR. 9 June 1954

DATE OF INFO. January 1954

NO. OF PAGES 3

PLACE ACQUIRED

REQUIREMENT NO. RD

REFERENCES

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
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SOURCE:

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REPORT NO.

COUNTRY Rumania

DATE DISTR. 18 May 1954

SUBJECT List of Merchant Ships under SOVROMTRANSPORT NO. OF PAGES 2

DATE OF INFORMATION January 1954

REFERENCES:

PLACE ACQUIRED

THIS IS UNEVALUATED INFORMATION

SOURCE

The entire Rumanian Merchant Marine Fleet consisted of the following vessels under SOVROMTRANSPORT. The ships were not equipped with radar.

TRANSYLVANIA: 4,800-gross-ton passenger ship, capacity 500 passengers, cargo 1,000 dwt. tons, 18 knots, crew 130-150, built in Copenhagen about 14 years ago by the Danish firm BURGMEISTER and WEIN. Badly in need of repairs. Route: Durazzo-Odessa.

ARDEAL: 12,000-gross-ton cargo ship with berths for 60 passengers, 7,800 dwt. tons, 10 knots, crew 65, 32 years old, formerly belonged to the Hamburg-America Line. Route England-Germany-Scandinavian countries.

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~~WILSON~~ : 9,500-gross-ton cargo ship, 5,500 dwt. tons, loaned by the Soviets, crew 55, 9 knots, made in Holland 35 years ago, recently under repair in Constanta for one year. Route: Western ports.

BERESINA: 6,500-gross-ton cargo ship, 4,800 dwt. tons, 8 knots, crew 75, Soviet-made and loaned to Rumania by USSR, 50 years old, has been under repair in Antwerp for a year. Route: Western ports.

PLEHANOV: 6,500-gross-ton cargo ship, 4,800 dwt. tons, 8 knots, crew 45, English-built 50 years ago, loaned by Soviets. Route: Western ports.

FRIEDERICH ENGELS: 6,500-gross-ton cargo ship, 4,800 dwt. tons, 8 knots, crew 45, old ship loaned by Soviets. Route: Western ports.

CONSTANTA: cargo ship, 550 gross tons, 550 dwt. tons, 8 knots, crew 24, made in Budapest in 1951, loaned by the Soviets. Route: Mediterranean ports.

MANGALIA: cargo ship, 550 gross tons, 550 dwt. tons, 8 knots, crew 24, built in Budapest in 1951, loaned by the Soviets. Route: Mediterranean ports.

SULINA: cargo ship, 550 gross tons, 8 knots, crew 24. In all respects the same as the CONSTANTA except it was built in Rumania in Turnu-Severin Shipyards N 44-38, E 22-40 and loaned by the Soviets.

MIDIA: cargo ship, in all respects the same as the SULINA.

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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Rumania

REPORT NO.

SUBJECT Biographical Information on  
Rumanian Merchant Marine Captains

DATE DISTR.

9 June 1954

NO. OF PAGES 7

DATE OF INFO. January 1954

REQUIREMENT NO. RD

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REFERENCES

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REPORT NO.

COUNTRY Rumania

DATE DISTR. 14 May 1954

SUBJECT Biographical Information on Rumanian  
Merchant Marine Captains

NO. OF PAGES 6

DATE OF INFORMATION January 1954

REFERENCES:

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SOURCE

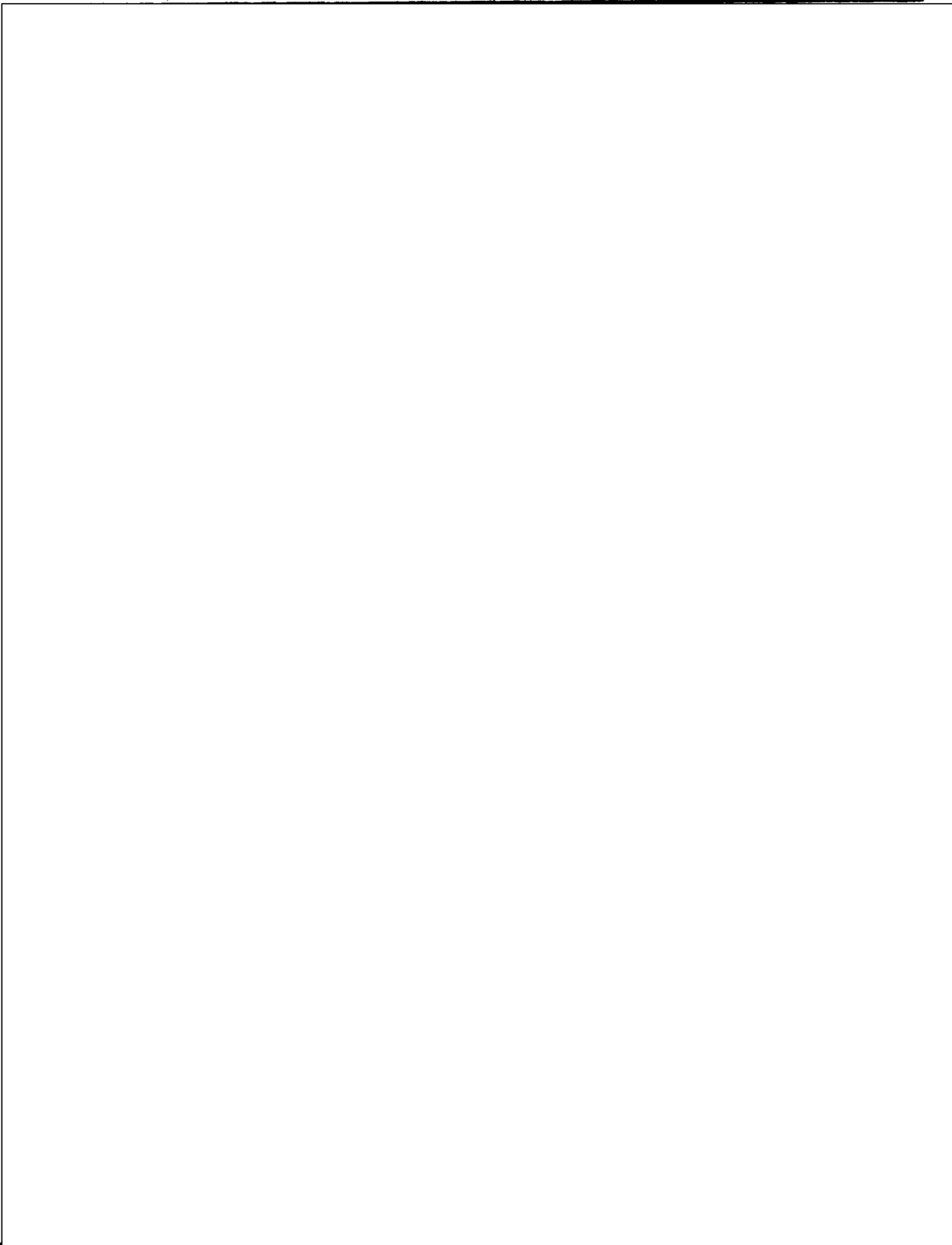
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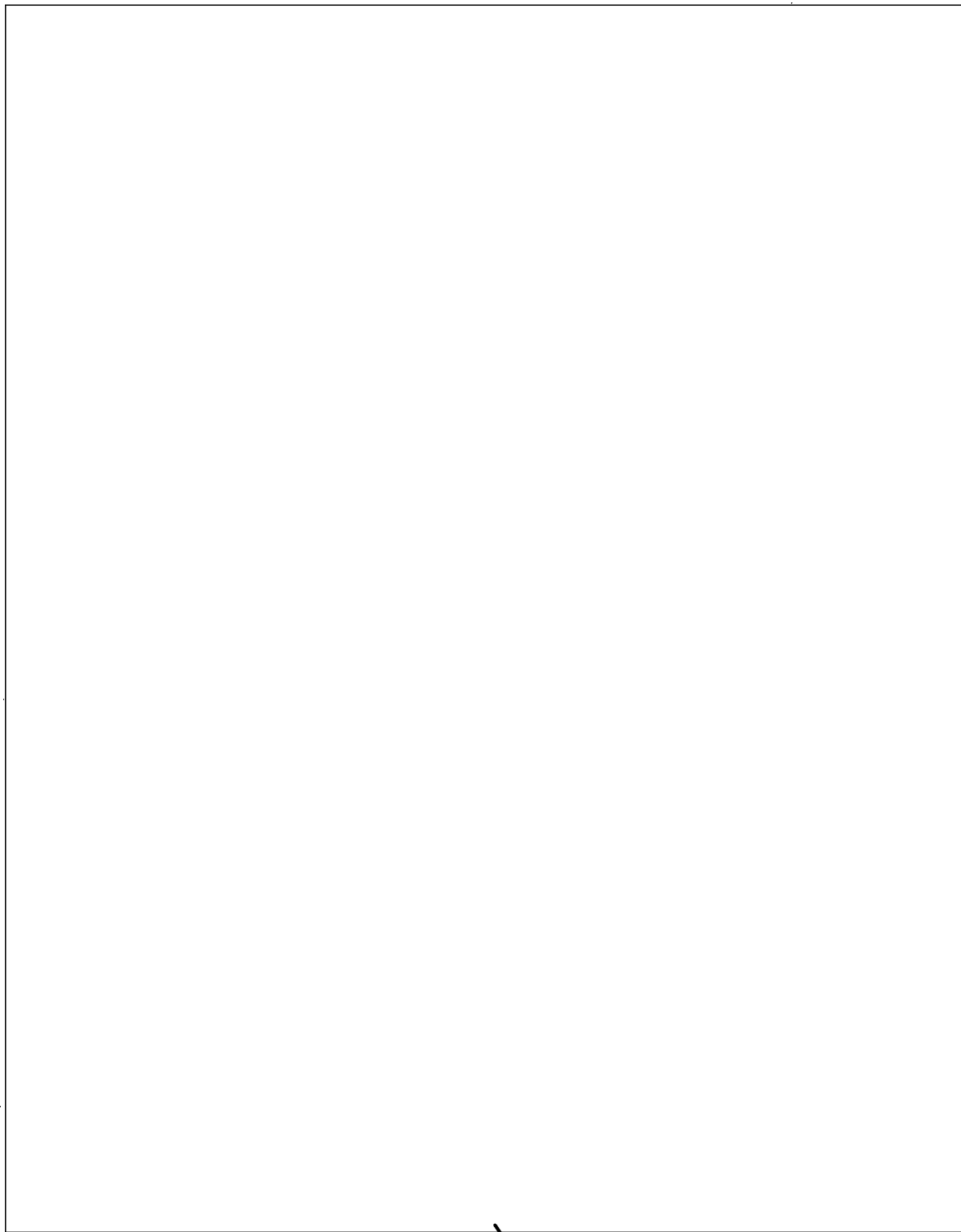
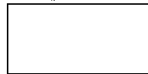
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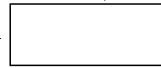
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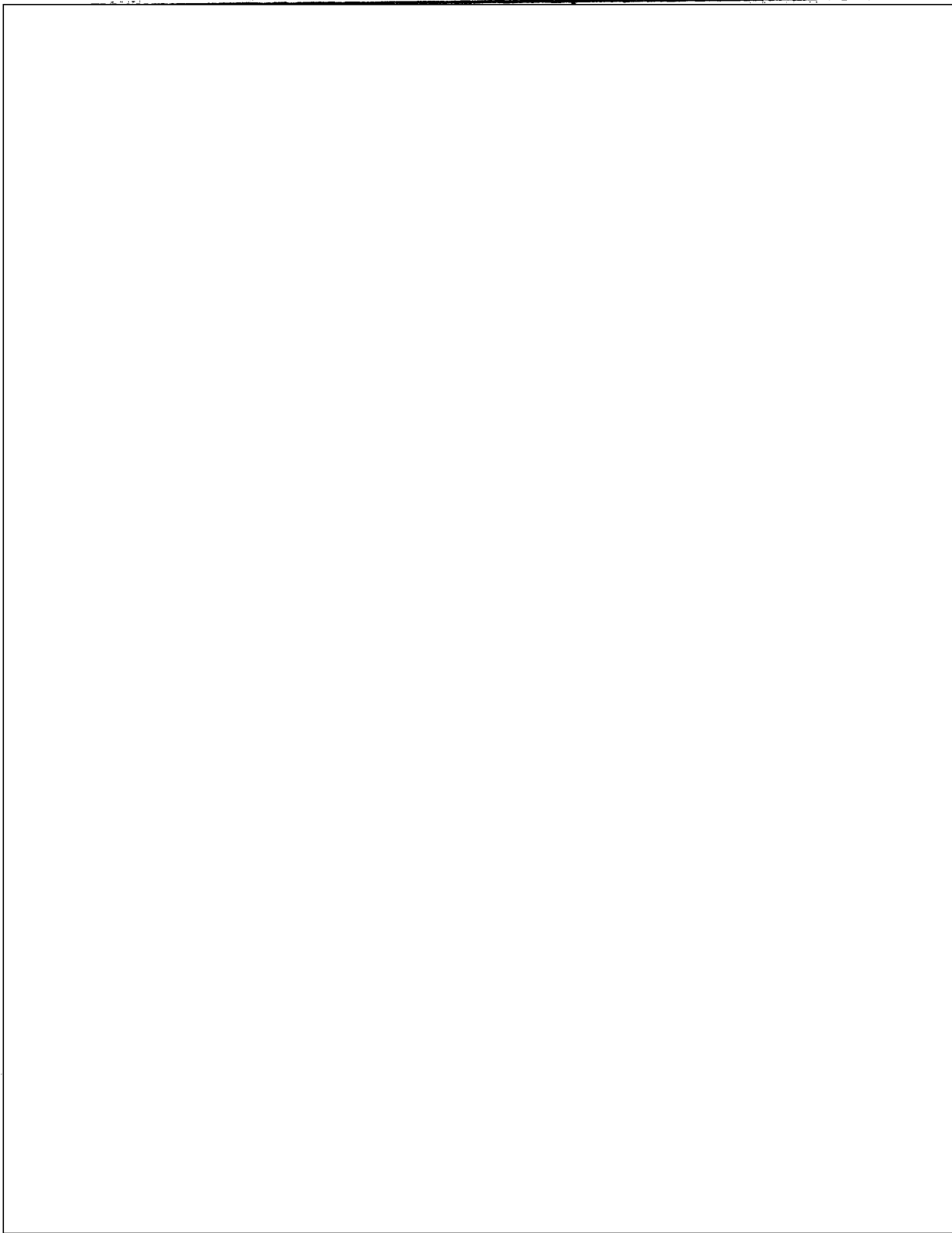
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Fld 6

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Rumania

REPORT NO.

SUBJECT River Traffic and the Rumanian  
River Fleet

DATE DISTR. 9 June 1954

NO. OF PAGES 3

DATE OF INFO. March - July 1953

REQUIREMENT NO. RD

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REFERENCES

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REPORT NO.

COUNTRY Rumania

DATE DISTR. 19 May 1954

SUBJECT River Traffic and the Rumanian River Fleet NO. OF PAGES 2

DATE OF INFORMATION March - July 1953

REFERENCES:

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SOURCE

River Traffic

1. All traffic on the Danube was managed by the River Traffic Directorate of SOVRONTRANSPORT. This river traffic was of four types:
  - a. International Soviet traffic (traficul international Sovietic) between the USSR and Austria and Czechoslovakia. The cargo consisted of cereals and oil from the USSR against bauxite, pyrites, automobiles, industrial machines and metal articles from Austria and Czechoslovakia. In July 1953 the volume of such traffic for the month amounted to 250,000 tons.
  - b. National traffic (traficul national) consisted of export of Rumanian cereals, for various Czechoslovak, Austrian, and Hungarian products. The volume of such traffic for the month of July 1953 was 45,000 tons.

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- c. Military traffic (traficul militar) consisted of cargoes of construction materials for military constructions, cement, lumber, sand, gravel. The volume of this traffic for the month of July 1953 was 130,000 tons.
- d. Local traffic (traficul local) in Rumanian waters, amounted for the month of July 1953 to 5,000 tons diversified cargo.

The River Fleet

2. Rumanian River Fleet included 48 diesel tow boats of 220-1,200 HP. Two 1,200 HP tow boats were used for cataracts. Six 220 HP tow boats were used for service in harbors to pull barges, etc. Fifteen 600 HP tow boats and 800 HP tow boats were used to pull barges in transport.
3. Rumania also had some 208 barges in its river fleet. The barges were divided into three categories: Category I, the best, included 80 600-1,200 - ton barges; Category II, included 50 400-1,000 - ton barges; the remaining 80 200-1,500 - ton barges were in Category III. However, because of their great age, only about 30 of the barges in Category I were usable for transporting minerals (such as bauxite from Austria to the Rumanian ports of Ismail and Ren). Some of the other barges in Category I were used for transporting lighter-weight cargoes of cereals. The barges in Category III were obsolete and had been taken out of service. In 1953 only about 130 barges were actually in use on the Danube and other rivers for transporting both Rumanian and Soviet goods.
4. Because of the poor condition of barges in service, great attention was being paid to the construction of new barges in the shipyards of Turnu-Severin /N 44-38, E 22-40/, Giurgiu /N 43-53, E 25-57/, and Galati-Braila. In 1953 20 new barges were under construction and many others were repaired. The combined maximum production capacity of these shipyards was 55 1,000 - ton barges per year, but that quantity of barges, although badly needed, could not be constructed because of lack of materials, personnel, and proper organization.

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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Rumania	REPORT NO.	
SUBJECT	AAA Sites at Cernavoda and Fetesti	DATE DISTR.	14 July 1954
		NO. OF PAGES	4
DATE OF INFO.	1951 - October 1953	REQUIREMENT NO.	RD
PLACE ACQUIRED		REFERENCES	

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REPORT NO.

COUNTRY Rumania

DATE DISTR. 11 June 1954

SUBJECT AAA Sites at Cerna Voda and Fetesti

NO. OF PAGES 3

DATE OF INFORMATION 1951 - October 1953

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(C)

REFERENCES:

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SOURCE

I. IDENTIFICATION DATA:

Reference Enclosure No. 1, Overlay of GSGS 4417, Sheet No. 5040, Cerna Voda, showing pinpoint locations of AAA sites in the vicinity of Cerna Voda and Fetesti.

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- Points 1 - 6: AAA sites - Each site consisted of four guns believed [ ] to be 45 mm. caliber. The guns, in a box-type arrangement, were approximately 50 m. apart and appeared to be embedded in the earth. Each gun was enclosed by an earth and rock wall, the inside of which appeared to be wood. The wall was approximately 1.5 m. in height. Source estimated that each gun barrel was 1.5 m. in length and each appeared to have a small funnel-shaped flash blinder. The AAA sites were situated approximately 50 m. from the double-track rail line.
- Point 7 and 8: AAA sites - These sites, [ ] having the same gun types and arrangement, were located on hills 8 - 12 m. high. The distance of each of these sites from the rail line was estimated to be 50 m.
- Point 9: Cerna Voda Bridge - [ ] this bridge had not undergone any changes in its construction and [ ] was originally built to carry a double-track rail line.
- Point 10: Main Rail Line - Constanta to Bucharest. Double track, normal gauge. The stretch from Cerna Voda west to Fetesti was elevated on an earthen bed because of the marsh land between the two towns.
- Point 11: Wharf Area- [ ] 25 - 30 metal pontoon boats grouped in this area. [ ] an old type, 10 m. long, 2 m. wide, and 1 m. high (above water line), and typical of those used in the construction of temporary bridges.
- [ ] these boats were utilized in supplying the AAA sites with merchandise and ammunition from the Cerna Voda area, or possibly were to be used in the event of damage to the Cerna Voda Bridge.

## II. ADDITIONAL INFORMATION:

[ ] the guns located at these sites [ ] were of German manufacture (KRUPP), 45 mm. [ ] these guns had a range of 3,000-4,000 m. [ ] the barrels of the guns were pointed in various directions [ ] each gun had a traverse of 360°. At no time did [ ] the gun barrels point [ ] higher than a 45° angle from the horizontal.

Since the gun site positions had not been changed during the period 1951 to 1953, [ ] believed them to be permanent in nature. As stated previously, each gun site was enclosed by an earthen and rock wall. Small wooden bridges stretched between gun sites because they were surrounded by marsh land which was flooded during the spring rains. At each site [ ] a small wooden barrack-type building, tarpapered roof, 10 x 8 x 4 m. (approximate), [ ] was a billet for the gun crews. In addition, a wooden building, tarpaper roof, 5 x 4 x 2 m. (approximate) was observed at each site. Being a low building, [ ] believed it to be partially underground and probably an ammunition storage shack. All buildings were constructed on raised ground because of the surrounding marshland. Small trees were growing around each site offering slight camouflage for the emplacements and buildings.

[ ]

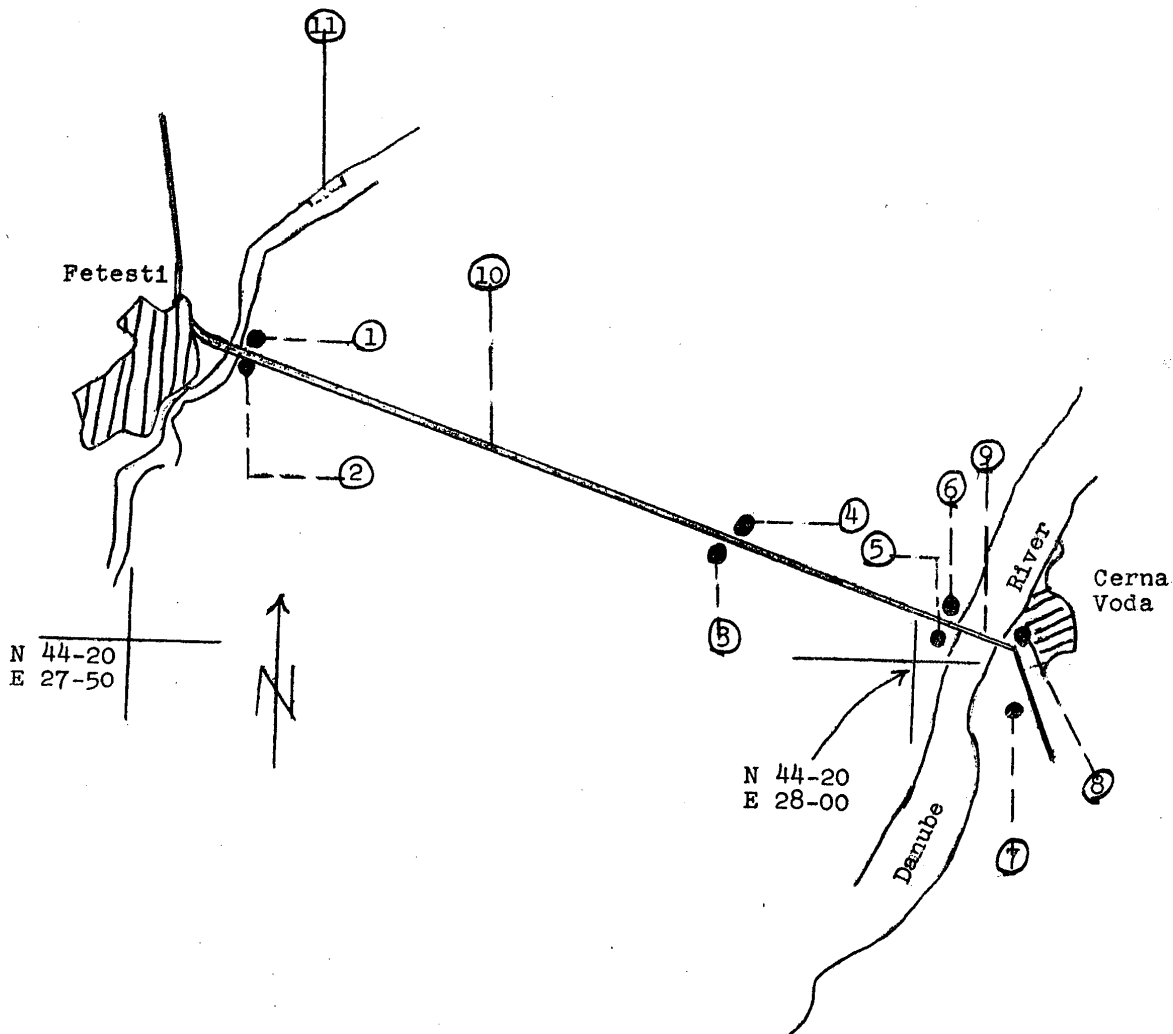
[ ]

Enclosure 1 - Overlay of GSGS 4417, Sheet No. 5040, Cerna Voda, showing pinpoint locations of AAA sites in the area of Cerna Voda and Fetesti, Rumania.

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- 3 -

Enclosure No. 1 Overlay of GSGS 4417, Sheet No. 5040, Cerna Voda, showing pinpoint locations of AAA sites in the area of Cerna Voda and Fetesti, Rumania.



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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY USSR (Mary Oblast)

SUBJECT Meteorological, Medical, and  
Geographical Data on Kushka

DATE OF INFO. Prior to July 1953

PLACE ACQUIRED

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REPORT NO.

[Redacted Box]

DATE DISTR.

11 June 1954

NO. OF PAGES

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REQUIREMENT NO.

RD EU-1193

REFERENCES

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REPORT NO.

COUNTRY USSR (Mary Oblast)

DATE DISTR. 17 May 1954

SUBJECT Meteorological, Medical, and  
Geographical Data on Kushka

NO. OF PAGES 2

DATE OF INFORMATION Prior to July 1953

REFERENCES: SUPPLEMENT  
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SOURCE

1. The physical and geographical conditions of the Southern Mary Oblast affected the troops adversely only during the summer months, and then those troops affected were ones who had just arrived. All troops, regardless of origin, seemed to acclimate themselves readily to the oppressive and muggy summer heat and the penetrating summer sun. Although the summer weather was uncomfortable, it had no great affect on the efficiency of the men. The mugginess persisted throughout the year but was not detrimental to the troops.
2.  physical and geographical conditions in the rest of Turkmenistan were the same as those found in the Southern Mary Oblast. The natives tended to concentrate their settlements along river and stream banks. Beyond the populated areas one could ride for days without seeing a single human being.
3. In winter, the temperature in Kushka N 35-16, E 62-24 ranged from 10 degrees to 20 degrees centigrade. In spring, it went as high as 30 degrees centigrade, and in summer, it remained at 50-60 degrees centigrade.
4. From April to October, the skies were cloudless and the rays of the sun were hot and penetrating. From November to December there was an average total of three days scattered rainfall. From February to April the entire countryside was in bloom. Shortly after April, all forms of vegetation were scorched dry.
5.  Kushka  never encountered a sudden drop of temperature during the winter. At no time did the temperature fall lower than 10 degrees centigrade.

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6. Troops in the Kushka area were issued overcoats, but since the winter weather was not severe and there were no sudden temperature drops, the coats were never worn.
7. The troops in Kushka were issued tropical uniforms consisting of a straw Panama-type hat, a linen blouse with wide loose cuffs and airholes under the armpits, linen breeches, summer underwear, summer footwraps and standard issue boots. The men always carried canteens. On training problems, units had water in large plastic bags as well as in trailers. In garrison, there were several water tanks and showers to provide relief from the heat for the troops. Salt tablets were not used; the use of salt as a protective measure was not encouraged.
8. New arrivals were given first aid training in heat exhaustion and sunstroke. [redacted] The victims were placed in a shady area, their clothing was loosened and their faces bathed with water. After treatment, they were allowed to rest. Those who had sunstroke soon acclimated themselves and [redacted]
9. Malaria, intestinal virus, diarrhea, and appendicitis were prevalent among men stationed in the Kushka area. In addition, there was a local disease known as "pindinka". It was caused by a parasite which burrowed into the skin and left splotches about the size of a half-dollar. The splotches persisted anywhere from a month to five years. The skin was left with ugly scars or holes. [redacted]
10. Troops were inoculated against tetanus, typhus, and dysentery. Inoculations were administered annually. They were given in a combined form. [redacted] two or three inoculations were given each time.
11. There were no special quarantine measures employed on the Afghanistan-Soviet border.
12. [redacted]
13. No psychiatric care was practiced among MVD troops.
14. Sulfa drugs and antibiotics were available in sufficient quantities in the medical sections of military units for use in the treatment of infectious diseases. [redacted]
15. [redacted]

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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Rumania

SUBJECT Organization of Sovromtransport

DATE OF INFO. January 1954

PLACE ACQUIRED

REPORT NO.

DATE DISTR.

NO. OF PAGES

REQUIREMENT NO.

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14 July 1954

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RD ORR-8156

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REPORT NO.

COUNTRY Rumania

DATE DISTR. 21 June 1954

SUBJECT Organization of SOVROMTRANSPORT

NO. OF PAGES 5

DATE OF INFORMATION January 1954

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1. SOVROMTRANSPORT was one of a number of SOVROM companies founded in 1946 for the mutual exploitation of Rumanian natural resources and commerce by the USSR and Rumania. Capital investment in these companies amounted to 49% on the Rumanian side and 51% on the Soviet side. Share of profits was on the same basis, except that Rumania was responsible for all maintenance and administrative expenses, which reduced its share of the profits by a considerable percentage. Nominally the Rumanians had an equal share in the management of these companies, but actually the control was held by the USSR. All key positions in SOVROMTRANSPORT were held by Soviet citizens. Rumanians held secondary or subordinate positions. The General Directorate of SOVROM Companies (Directia Generala Sovromulilor) was located in a large building in Bucharest near Piata Romana.
2. In cooperation with the Office for Sea and River Transportation of the Central Committee of the CP (Comitetul Central - Transporturi Maritime si Fluviale), through which political directives were channeled, and the Ministry of Air and Sea Transportation (Ministerul Transporturilor Aeriene si Navale), which controlled the implementation of plans, the General Directorate of SOVROMTRANSPORT in

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Bucharest controlled all aspects of sea and river shipping in Rumania.

3. The General Director (Directorul General) of SOVROMTRANSPORT was (Alexander?) EVDOCHIMOV, a Soviet citizen. His office had a staff of three persons.
4. Associate Director General (Directorul General Adjunct) was Xenofon CELENTE, a Rumanian citizen of Greek origin. His office also had a staff of three persons.
5. The Finance Directorate (Directia Financiara) of SOVROMTRANSPORT had a staff of about 25 persons (average salary 450 lei per month). The Director was one SISCHIN, a Soviet citizen about 38 years old. The Finance Directorate was divided into three services:
  - a. The Financial Service (Serviciul Financiar), under SISCHIN's direct supervision, handled all national and international financial transactions, working with the National Bank (Banca de Stat) and the SOVROM Bank (SOVROM Banca).
  - b. The Accounting Service (Serviciul Contabilitati) verified all the accounts of the Financial Service. Its chief was one IONESCU, a Rumanian Communist [redacted]
  - c. The Treasury (Cassa) took care of all the internal expenditures of SOVROMTRANSPORT, such as salaries, office expenses, etc. The chief was a Rumanian [redacted]
6. The Technical Directorate (Directia Tehnica) worked closely with the Finance Directorate. It had a staff of about 30 persons. Director was Ion SUFER (SCHUFER), a Rumanian citizen. This Directorate consisted of three services:
  - a. Service for Naval Construction (Serviciul Constructiilor Navale) was concerned with construction and repair of sea-going vessels and river boats. Chief of this service was EMILIAN, marine engineer, a Rumanian citizen.
  - b. Service for Materials (Serviciul Materiale) was responsible for procurement and distribution of materials needed by shipping. Its chief was Eng. Ion CONSTANTINESCU.
  - c. Service for Ports and Port Installations (Serviciul Porturi si Instalatie Portuare) was concerned with the maintenance of ports and port installations.
7. General Directorate for Cadre (Directia Generala Cadre) had a staff of about 15 persons headed by Gheorghie TIRON, a Rumanian citizen. This Directorate was concerned with political control of SOVROMTRANSPORT personnel and handled all personnel matters, such as promotions, records, etc. It had three offices:
  - a. Personnel Office (Biroul Personalului), of which Virgil RUSTEA, a Rumanian citizen, was chief.
  - b. Control Office (Biroul Control), whose chief was Inspector Ion MOROIANU. This office received all the information brought in by captains and crews and used it to exercise political control over the personnel.
  - c. Legal Office (Biroul Juridic), which took care of all legal matters of SOVROMTRANSPORT. Its chief was one PUDOFF, a Soviet citizen.

8. General Directorate for Labor and Wages (Directia Generala Munca si Salarii) had a staff of about six persons. Its director was one GAVALICOV, a Rumanian from Bessarabia. This directorate worked closely with the General Directorate for Cadre, handling wage planning, personnel planning, etc.
9. The Special Directorate (Directia Speciala) had a staff of about 10 persons. Its chief was one VATAFU, a Rumanian citizen. This was a secret office and its staff wore the uniform of the Security forces. It worked closely with the General Directorate for Cadre and the General Directorate for Labor and Wages and was concerned with intelligence (possibly espionage), collection of character information on the staff, crews, etc. SOVROMTRANSPORT personnel lived in fear of this Directorate.
10. The Maritime Directorate (Directia Maritima), located in Constanta, Gara Maritima, was administered by the above five directorates of SOVROMTRANSPORT. It managed the entire Rumanian merchant marine. The Director was one MORUZOV, a Soviet citizen. The Director's office had a staff of three persons. This Directorate had five services:
- a. Exploitation Service (Serviciul Exploatare), concerned with all commercial aspects of maritime shipping, had a staff of five persons. Chief of the Service was Alfred TEODORESCU, a Rumanian citizen.
  - b. Accounting and Treasury Service (Serviciul Contabilitate si Cassa) was concerned with accounting and payroll. It had a staff of 10 persons. Its chief was Ioan NICULESCU, a Rumanian citizen.
  - c. Technical Service (Serviciul Tehnic), concerned with repairs and materials, had a staff of five persons. Its chief was one KOVALIOV, a Soviet citizen.
  - d. Radio Station (Statia Radio), also located at Gara Maritima, was concerned with radio communication with ships, and with various ports and places, such as Moscow, Bucharest, etc. It had a staff of four persons. Its chief was Ion NEGOITA, a Rumanian citizen.
  - e. Storage of Materials (Magazia Materiale) took care of the storage of shipping materials in large, prewar warehouses in Constanta. This service had a staff of 10 persons.
11. The River Navigation Directorate (Directia Fluviala) in Bucharest was also administered by the five Directorates of SOVROMTRANSPORT, like the Maritime Directorate above. Director was Gheorghie POPOFF, a Soviet citizen, who had a staff of four persons. This Directorate was concerned with all river traffic and shipping in Rumania. The Directorate had three services:
- a. Traffic Service (Serviciul Miscari), which controlled the traffic of all vessels and barges. Ion ATANASIU, a Rumanian citizen, was chief, with a staff of seven persons.
  - b. Statistics and Graphics Service (Serviciul Statistic si Grafic) kept records of all traffic and maintained charts of Danubian and other river traffic. It had a staff of five persons. Its chief was Ion CARIANOPOL.

- c. Accounting Service (Serviciul Contabilitatei), with a staff of five persons.
12. Under the control of the River Navigation Directorate were five agencies of SOVROMTRANSPORT which controlled traffic and all matters pertaining to river shipping in their respective districts. These agencies were:
- a. River Agency SRT (SOVROMTRANSPORT) Galati (Agentia Fluviala SRT Galati)
  - b. River Agency SRT Braila (Agentia Fluviala SRT Braila)
  - c. River Agency SRT Turnu-Severin (Agentia Fluviala SRT Turnu-Severin)
  - d. River Agency SRT Bratislava (Agentia Fluviala SRT Bratislava Czechoslovakia)
  - e. River Agency SRT Giurgiu (Agentia Fluviala SRT Giurgiu)
13.  they were organized on the same pattern. For instance, the Galati Agency had a director and the following offices:
- a. Traffic Office (Biroul Miscare)
  - b. Cadre Office (Biroul Cadre)
  - c. Accounting and Treasury Office (Biroul Contabilitate si Casa)
  - d. Technical Office (Biroul Tehnic)
  - e. Materials Storage (Magazia Materiale)
14. The General Directorate of SOVROMTRANSPORT issued a plan every three months which was forwarded to the Maritime Directorate and the River Navigation Directorate for execution. The respective offices of these Directorates were responsible for the fulfillment and execution of the plan and reported the results to the General Directorate. The commercial part of the plan originated in INFLOT (Inostrannyi Flot) in Moscow for both sea and river commerce. It fixed the quota of goods and transport on the basis of international trade agreements, the majority of which were nothing but Soviet obligations toward various countries with which the USSR had trade agreements. For example: A Soviet-British trade agreement on a clearing basis dealt with the exchange of cereals for iron ore. Rumania had to fulfill the agreement. Rumania supplied cereals, transported them to Great Britain, and brought back iron ore to Constanta, whence it further transported them to the Soviet Union either in crude state or processed in Rumanian factories such as "23 August Works" (formerly MALAXA).
15. SOVROMTRANSPORT agencies abroad were:
- Harrison in London, England
  - British Coaling, Alexandria, Egypt
  - Phanariot Brothers, in Beirut, Lebanon
  - Schiper Papadopoulos, in Famagusta, Cyprus.

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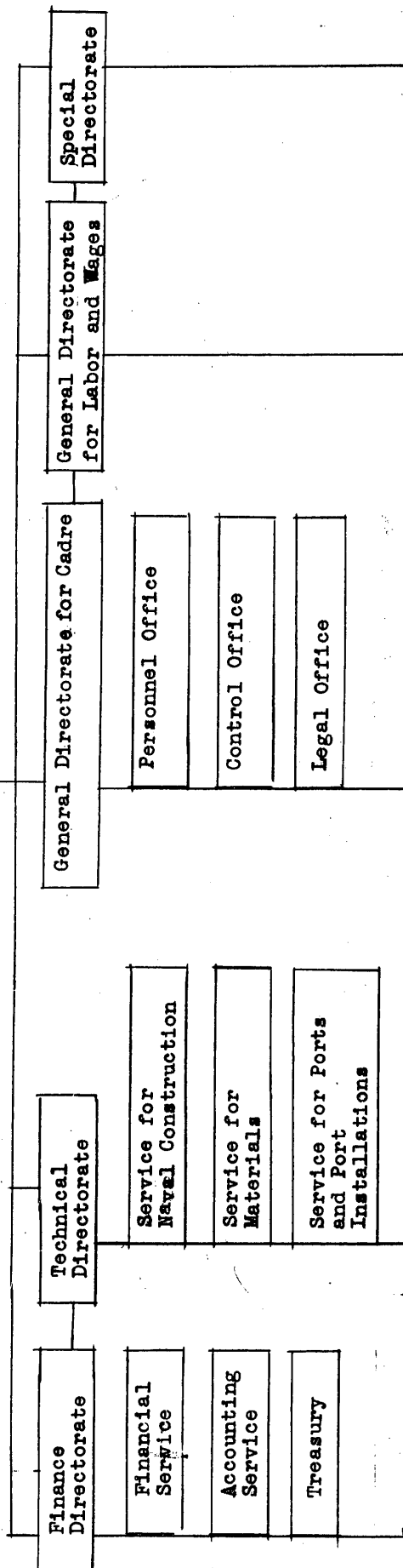
Annex A: Organizational Chart of SOVROMTRANSPORT

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General Directorate of SOVROM Companies  
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CC of CP, Office for Sea and River Transportation  
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General Directorate of SOVROMTRANSPORT

Ministry of Air and Sea Transportation



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- 5 -

Maritime Directorate

Exploitation Service  
Accounting and Treasury Service  
Technical Service  
Radio Station  
Storage of Materials

River Directorate

Traffic Service  
Statistics and Graphic Service  
Accounting Service

River Agency SRT Galati  
River Agency SRT Braila  
River Agency SRT Turnu-Severin  
River Agency SRT Bratislava  
River Agency SRT Giurgiu

Annex A: Organizational Chart of SOVROMTRANSPORT

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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Rumania	REPORT NO.	<div></div>
SUBJECT	Biographical Information on Sovromtransport Officials	DATE DISTR.	19 July 1954
		NO. OF PAGES	14
DATE OF INFO.	Prior to January 1954	REQUIREMENT NO.	RD OPR-8156
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REPORT NO.

COUNTRY Rumania

DATE DISTR. 22 June 1954

SUBJECT Biographical Information on  
SOVROMTRANSPORT Officials

NO. OF PAGES 13

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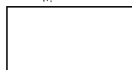
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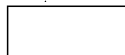


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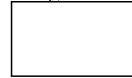


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